L. A. Smothers

CENTRAL LINCOLN ROAD

TO THE

LINCOLN HOME PARK

VIA BARDSTOWN

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CENTRAL LINCOLN ROAD

TO THE

Lincoln Home Park

"The sun shines bright in my old Kentucky Home,
'Tis summer, the darkies are gay,
The corn-top's ripe, and the meadow's in the bloom,
While the birds make music all the day.

Printed and Published under the auspices of the
BARDSTOWN COMMERCIAL CLUB

VIA BARDSTOWN

Courier Journal
Job Printing Company

THE CENTRAL LINCOLN ROAD

TO THE

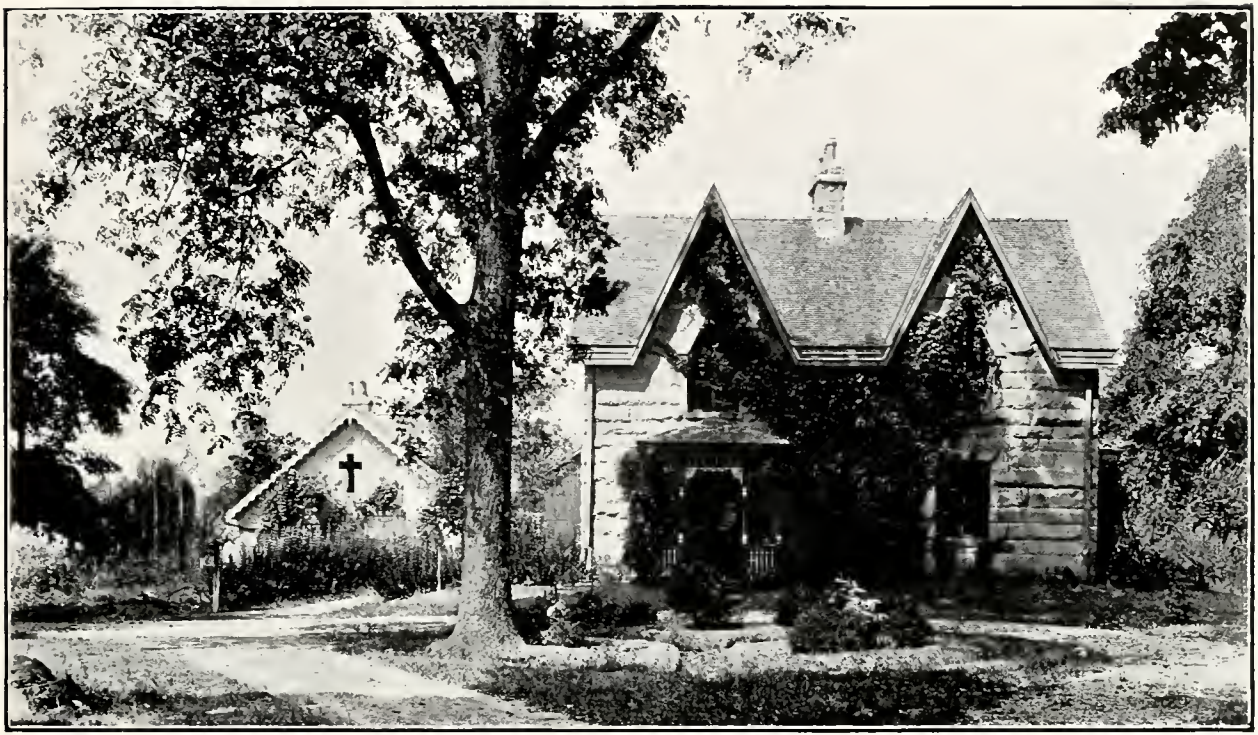
LINCOLN HOME PARK

A good road is a good thing;
A good road running through beautiful scenery is a better,
A good road running through beautiful scenery and abounding in places of historic interest is best,
And such is the Central Lincoln Road via Bardstown.

WHAT in recent times has been designated as the Central Lincoln Road running from Louisville via Bardstown to the Lincoln Home Park, thence to Nashville, Tennessee, was commenced in 1833, being originally known as the Bardstown and Louisville Turnpike and the Bardstown and Green River Turnpike. The road has always been the great highway between the North and South through Kentucky, Tennessee and Alabama. The great highway was built upon a grade not exceeding three degrees although it threads its way over picturesque and beautiful Muldraugh's Hills. It passes over many beautiful streams including Floyds Fork, Salt River, Beech Fork and Rolling Fork all of which have splendid bridges. It was constructed of Tilford paving to the width of 20 feet, with a sixty foot right of way at a great cost, it being the model State road in its day, has always been maintained and is now the route of travel for automobiles from Louisville and points North to the Lincoln Home Park and Mammoth Cave. The first appropriation for road purposes by the Commonwealth of Kentucky was December 21, 1821, when $1000 was appropriated to improve this highway from Rolling Fork river to and over the summit of Muldraugh's hill, it being recited in the Act making the appropriation, "that it is for the purpose of putting in repair that part of the Great Highway leading from the Northwest of the Ohio and upper settlements of this State to the States of Tennessee and Alabama and the Orleans country." (See Collin's History of Kentucky Vol. 2, p. 538).

This road was maintained as a toll road until about 1898, when it became free. The State appropriated to the construction of the highway the sum of $100,000 and up until the road was made free, it paid back to the State in dividends the sum of $155,520. Few State roads made such a showing. For instance, the State appropriated to the road leading from Louisville to Elizabethtown, now sometimes called the old L. & N. Pike, during the same period $140,721, and that road only paid back to the State in dividends the sum of $5,690. These facts from history and the road statistics of our State are given to show that the road mentioned in Collin's History as "the Great Highway from the upper settlements of this State to the States of Tennessee, Alabama and the New Orleans country", has always been recognized, as it is now, as the gateway to the South. The amount of dividends returned to the State show the great amount of travel and its importance as one of the great highways of the State.

The Central Lincoln Road Association, about which something more will be said later, has taken up the work of rehabilitating this great old State thoroughfare, and with the aid of the counties through which it passes, hopes to make it one of the model roads of the country, so that the traveller may enjoy the luxury of swift, free motion, as he journeys along its well built smooth surface, sound bridges, gentle grades and level stretches; his eye may feast itself on a panoramic succession of scenes whose loveliness is unsurpassable and unforgetable; and his mind may hold continual revel amid the reminders of a splendid past that runs from the beginning of our great State's history down to the present time. Here is where the Bardstown route to the Lincoln Home is unrivaled. A road may be built in a day; but not a road rich with the history of more than a hundred years. Others may present scenes as pleasing to the eye; but none can offer such a wealth of association with men, institutions and events of world wide fame and interest. From Louisville to the Lincoln Home, over as fine a roadbed as a driver could wish, whether for horses or machine, through mile after mile of country not to be excelled in beauty the world over and crowded with places where it is worth the tourist's while to linger for the sake of the great who have passed this way, the Bardstown Route to the Lincoln Home is preeminently the one to be chosen, as a perusal of this little prospectus will show.



FONDAVERA.

From the Spanish word "Fonda", place of rest, and the Russian word "Vera", in all truth. One of the oldest and most beautiful residences on this historic highway, two miles out from Louisville. It is mentioned in an old history "French Missions in Kentucky" as having been the residence of a wealthy French family, and a mission house as far back as 1798, and that the exiled Louis Phillippe, who afterwards returned to and ruled over France as King, lived here while in the United States, with the exception of the time he was teaching in Bardstown, Ky.

MOUNT WASHINGTON.

Picturesquely pretty is this village of charming, cultured people whose hospitality tempts the traveller to linger in their midst.

RIVER VIEW.

In terrific beauty and awe inspiring greatness, the Swiss Alps or the American Rockies may surpass this view, but as a vision of peaceful loveliness it cannot be excelled either in the Old World or the New. The broad sweep of its quiet lowlands, lying green or golden, brown or white, according to the season, in a great encircling rim of hills showing faintly softly purple against the encompassing sky; the tranquil flow of Salt river, a silver stream that winds down the valley; and nature's drapery of vine and fern and flower and tree; all make a picture of rare and marvelous beauty.

A curve of beauty between Mount Washington and Cox's Creek, but reproduced a score of times between that point and the Lincoln Home. The bridge, an old one is soon to be replaced with a modern concrete structure.

NAZARETH

The first glimpse of which, caught from the highway, makes one think of some gray, medieval castle, deep embowered in umbrageous trees, and which may be reached by a half-mile drive down an avenue whose loveliness of over arching foliage and enclosing woods pressing to the very road's edge but broken by openings that send the eye across miles of beautiful country—is as a bit of Kentuckian Arcadia; while the institution itself is well worth a visit.

LINCOLN ROAD ENTERING BARDSTOWN

STREET SCENE IN BARDSTOWN.

And those who love the old, the quaint, the beautiful, will gladly linger in a town full of these charms; a town whose homes, whose public buildings, whose sites and whose vicinity, are peopled by the shades of great ones, and vocal with the memories of their deeds. If there were a thousand roads to the Lincoln Home, this through Bardstown must forever be *the one;* since it alone can link the Civil War to the Revolution—the days of Lincoln to the days of Washington.

ST. JOSEPH'S.

Here we find the first cathedral built west of the Alleghanies and containing the famous paintings sent by Francis, father-in-law to Louis Phillippe. These paintings are as follows:

(1) Main Altar. (Vanbree.)

(2) St. Peter, with the keys, representing his spiritual power; the cock crowing recalls his weakness. The contrast between this power and weakness is represented by the artist. (Van Dyke).

(3) St. Mark, who wrote one of the gospels. (Also painted by Van Dyke.)

(4) Represents the Blessed Virgin crowned in Heaven. (Murillo).

(5) Martyrdom of St. Bartholomew. (Rubens) The finest picture in the church.

THE OLD HOME OF BEN HARDIN.

Looking two squares Southward from St. Joseph's, at the very end of the street which runs by the church, one catches a glimpse of the home of Ben Hardin, one of Kentucky's foremost lawyers in a day when Kentucky names were plentiful among the nation's roster of the great.

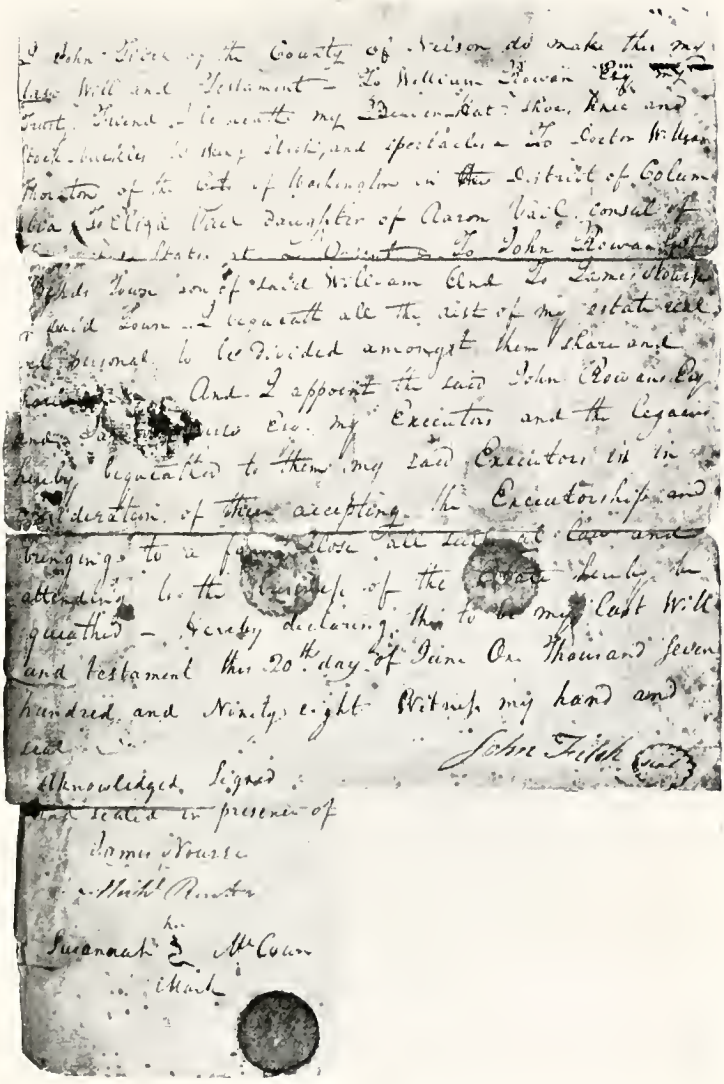
THE OLD KENTUCKY HOME.

Not far from the center of the town is Federal Hill, whose orignal name has long since been laid aside for that of the Old Kentucky Home, this being the place where Stephen Foster wrote the song whose plaintive beauty is irresistible and immortal.

And not far off is the old town cemetery where lie buried the remains of John Fitch, real inventor of the first steam propelled vessel; but who died in our midst with his genius unrecognized, and the pathetic cry on his lips, "Other men will reap the benefit of my invention, but poor John Fitch will be forgotten."

In the court house may be seen his original will, in his own handwriting, which is shown below:

THE WILL



That he had his trials and tribulations is testified to by an interesting bit of his diary which appears in his own handwriting as follows:

"I know nothing so perplexing and vexatious to a man of feelings as a turbulent wife and steamboat building."

"I experienced the former and quit in season, and had I been in my right senses, I should have undoubtedly treated the latter in the same manner; but for one man to be teased with both, he must be looked upon as the most unfortunate man of this world."

(Signed)

JOHN FITCH.

THE MILL ON TOWN CREEK

LOVERS' LEAP

BRIDGE OVER BEECH FORK

SALT RIVER BRIDGE

Charming water view on a road abounding with such bits of beauty along its whole extent.

The bend and bridge of Landing Run whose beauty is barely hinted at in this limited view. The bridge is now being torn out to be replaced with a new modern concrete structure.

GETHSEMANE.

By making a detour of a short distance just beyond Balltown, one may visit this far famed abbey; home of the Trappist monks and the scene of James Lane Allen's beautiful story, "The White Cowl". Not to be seen elsewhere in the United States, with one exception, this institution in itself would well repay the tourist for his journey.

NEW HAVEN.

A little town, fourteen miles South of Bardstown on the Central Lincoln Road, idyllic in the natural beauty of its setting and surroundings.

LINCOLN ROAD ENTERING NEW HAVEN

A MARVELOUSLY LOVELY VIEW OF FAMOUS OLD MULDRAUGH, RIGHT IN THE HEART OF THE SCENES OF ABRAHAM LINCOLN'S CHILDHOOD.

ANOTHER LOVELY VIEW OF FAMOUS OLD MULDRAUGH

VIEW OF KNOB CREEK FROM CENTRAL LINCOLN ROAD.

A winding creek in a valley's shade
Where a barefoot, country boy once played;
And little he dreamed— this barefoot boy,
As he splashed along in his childish joy—
That men would journey in coming days,
To view the scene of his boyish plays.

THE OLD SCHOOLHOUSE ON KNOB CREEK, WHERE LINCOLN FIRST WENT TO SCHOOL —VIEW FROM THE ROAD.

A country schoolhouse, old and gray,
Where an urchin sat, in a by-gone day,
With never a thought, o'er his A B C,
Of how in the far-off time to be,
The great world's honor would be brought
To the place where he had once been taught.

LINCOLN HOME PARK MEMORIAL.

And now a pile of granite fair,
Speaks of a cabin that once was there,
For the sake of the boy with his childish mirth,
Will the wide world come to the place of his birth,
For the sake of the man with his heavy load,
Will the wide world travel the
Central Lincoln Road.

THE CENTRAL LINCOLN ROAD ASSOCIATION.

MR. PETER LEE ATHERTON, President

AT a mass meeting of the citizens of Jefferson, Bullitt, Spencer, Larue, Hart, Barren and Allen counties held at Bardstown, Ky., Saturday April 29th, 1911, there was organized what is known as the Central Lincoln Road Association. Mr. Peter Lee Atherton, of Louisville, a man of large experience in public enterprises and one of the public spirited citizens of that city, was elected President, Mr. Wm. Henry Jones, of Barren County, was elected Vice President and Mr. E. C. Roy, of Buechel, Jefferson County, was elected Secretary and Treasurer. Each County through which the road passes has its local organization forming a part of the Central Association.

The purpose of the Association is to aid, assist and encourage the reconstruction of the great historic highway leading from Louisville to the Lincoln Home Park, Mammoth Cave, Nashville and points in the South, and to make it a part of a great interstate highway from the Lakes to the Gulf coast. The road has a splendid roadbed which, by reason of its unfaulty construction, has withstood the ravages of the elements for more than three quarters of a century, and with proper drainage and a new coating of metal can be reclaimed and made what it was in its early day, when it was considered one of the finest interstate highways of the Union. The great roadway was constructed at great cost with State aid in conjunction with the liberal contribution of the citizen, and was the model road in its day. The progressive, unselfish, public spirited citizenship behind the move, propose by untiring labor, liberal donations and hearty cooperation, to regain the treasure left them and their State by the unselfish liberality of the citizen three quarters of a century ago and make the famous and historic old roadway a pleasure to the traveller, an honor to the State and to those who in their day builded so true and so well. This splendid enterprise should and will appeal to the patriotism of the people of the State and the communities through which the road passes. No more fitting way can the people commemorate the life and works of Lincoln than by reclaiming and building a model road from Louisville to the Lincoln Home, Mammoth Cave and on down into Dixie. The Central Lincoln Road Association wants the help of every Kentuckian and American to whom the sentiment of building a good model road to the Lincoln Home will appeal. Many have already given freely money and labor; others will yet give, and each dollar given and every day's labor contributed express a rich sentiment which the true citizen will cherish. How many will take part in this goodly labor of love and service?

"This country, with its institutions, belongs to the people who inhabit it."—LINCOLN.

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